

1 December 1969

25X1A TO: Communications Officer, [REDACTED]
25X1A FM: [REDACTED]
25X1A SUBJ: Trip Report For [REDACTED] NOV-26 NOV 1969

1. The deployment team departed Edwards AFB according to schedule (0800L) on 19 November with no problems. After a very boring trip with only one minor problem when the pilot and flight engineer forgot to change fuel tanks, we landed at Wallops NASA at 2000L.

2. The total time on the ground at Wallops was 45 minutes to off-load passengers and baggage. The weather at Wallops was bad and after the passengers had left for their quarters, it was learned that we may not get clearance to Andrews AFB. After several phone calls we got clearance and take-off was at 2045L.

3. After departing Wallops, the C-118 passed through a very bad weather front and the crew and the two passengers were a little concerned as to whether the aircraft would hold up under the beating. On landing at Andrews it was learned that from a cruising air speed of 210 knots we went to a speed of 270 knots almost instantaneous. We landed at Andrews AFB at 2130L in rain and sleet with temperatures close to freezing.

4. Upon clearing the base, a car rental was obtained. The operator reached the town of Culpepper at 0030L on the 20th of November, where he stayed in a motel until 0600L. When reaching his final goal of [REDACTED] at 25X1A 0630L, it was learned that the station had been informed of the arrival of the operator in support of [REDACTED] but did not know what requirements were to be levied on them. It is recommended that in the future if more operations are to be conducted from [REDACTED] that they be informed of the requirements needed so they can arrange for their personnel and equipment that will be needed. 25X1B

6. On the morning of the 21st, the operator arrived at the [REDACTED] with the faulty unit and received another unit that they had been using. After consulting [REDACTED] and several 25X1A personnel from OEL in regard to different systems, procedures, and equipment located at different Project locations, the operator returned to [REDACTED] in 25X1A the late afternoon of the 21st.

25X1A 7. The following morning (22 November) after an early wake-up, monitor
 25X1A began for [REDACTED] exercise. After several frequency changes, good
 voice communications were established between [REDACTED] 25X1A
 Signals from [REDACTED] were loud and clear and [REDACTED]
 readable. Numerous voice contacts were made during the day with good
 signals both ways. At this time, it is to be noted that there were many
 security violations made between [REDACTED] A list of 25X1A
 code words were furnished to all parties concerned but at no time were they
 utilized. No problems were encountered with Communications personnel or
 equipment but from several conversations monitored, several difficulties
 were encountered from Operations point of view.

25X1A 8. 23 November was much the same as the previous day. From Communications
 point of view, there were no problems except for the many security viola-
 tions on the voice link between [REDACTED] The new [REDACTED] 25X1A
 [REDACTED] unit was re-installed in the rack and checked out. It seemed to be
 very sensitive and would false trigger the oscillograph numerous times.

25X1A 9. The return ferry flights from Wallops went smoothly as far as 25X1A
 communications went, but one Article encountered IFF problems shortly after
 take off. The operator received a telephone call from Wallops and was told
 they may want to utilize the phone patch. They were informed that [REDACTED]
 [REDACTED] was working on the problem with different Air Traffic Centers and
 the operator was informed to disregard the phone patch as it would not be
 needed when they received a telephone call from [REDACTED]. At the 25X1A
 beginning of the monitor for the return ferry flights, all equipment was
 turned on and the newly installed [REDACTED] unit again turned faulty. It 25X1A
 would continuously trigger the oscillograph even with all associated equip-
 ment turned completely off. It is assumed that it has a faulty relay. A
 telephone call was made to [REDACTED] and he ordered it to be returned to
 Headquarters. At 1615L, the operator received another telephone call and
 was informed that both Articles had landed and could secure.

25X1A 10. On 25 November, the operator returned to [REDACTED] with t25X1A
 faulty [REDACTED] along with a copy of the radio logs for 22 and 23
 November, and five rolls of magnetic tapes. The tapes and logs were turned
 over to [REDACTED] More consultations
 25X1A were held with OEL and [REDACTED] and at close of business all questions were
 25X1A answered and the operator made arrangements to leave the following day.

11. The operator departed Dulles Airport at 0930L on 26 November and
 arrived in Lancaster at 1430L. 25X1A

25X1A 12. In summation [REDACTED] no serious problems were encountered
 25X1A except for faulty [REDACTED] and possibly a [REDACTED]
 Numerous security violations were made over the air between [REDACTED] and 25X1A
 [REDACTED] The magnetic tapes, if needed, are located in Headquarters
 25X1A in the custody of Mr. [REDACTED]

ATTACHMENT:

- 1 copy Radio Log for 22 November
- 1 copy Radio Log for 23 November